

Multimodal Corridors: Prioritization

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While the 1996 TMP identified 10 multimodal corridors within the city of Boulder, it did not provide much guidance on how to implement or prioritize the development of such corridors.

City Council's direction in the 1999 Prioritization Process emphasized multimodal transportation investments by prioritized multimodal corridor and incorporated an improved understanding of the elements and integration needed to produce a corridor that works well for all modes. In the 2003 TMP Update, projects have been classified by multimodal corridor segments and ranked by a matrix of criteria that include the level of transit service, regional connections, existing facilities and need, and existing and future land use and other factors.

Multimodal Corridor Assessment

When the multimodal corridors were assessed during phase 2 of the 2003 TMP Update process, the focus was on understanding the components that are part of a successful multimodal corridor, how they contribute to that success, and where opportunities exist for strategically improving the success of the corridors.

Click on the map for a larger view ([pdf](#))

The objectives of the multimodal corridor assessment during the update process was to:

- Develop Corridor Indicators: that are relevant, easy to understand, reliable, easily accessible and available. Indicator information was collected for each corridor to develop appropriate indicators in the areas of transportation facilities or infrastructure, land use, and corridor design.

- Define Travel Characteristics: to document the current travel performance of each corridor.

- Establish Existing Correlations: through comparisons between the potential indicator categories with actual travel characteristics, identify what indicators are the most important to predict multimodal trip activity.

Evaluation Process

During phase 2 of the 2003 TMP Update process, the multimodal corridors and segments were analyzed. The map (538.07 KB) presents the 10 transportation corridors and the segments used for collecting and analyzing data. It should be noted that the corridor is not simply the roadway that defines the corridor, but includes facilities, transit service, land use and design which extends to ¼ mile on either side of the corridor.

During the evaluation process, maps were developed that contain information regarding each corridor's transportation facilities, land use and design, and provide comparisons to current transportation performance.

Prioritization Approach

The concept of prioritizing the multimodal corridors in the city and using those priorities as a means of prioritizing implementation of transportation system improvements was used during the 2003 TMP Update process. This approach combines travel modes by means of the system improvement needs in a given corridor and insures that the improvements are installed in a manner that will maximize the goals of the TMP.

The corridor prioritization process started with the 10 multimodal corridors in the TMP and added the U.S. 36 and Diagonal Highway corridors as they access Boulder. The resultant 12 corridors were then subdivided into 41 segments to facilitate additional detail in the prioritization process. The 41 segments were then ranked using a Multimodal Corridor Prioritization Spreadsheet (18.87 KB). Prioritization criteria incorporated into the spreadsheet include the following:

Corridor congestion

Safety upgrade needed

- Multiple existing transit route

- Key regional transit route

Includes project in current CIP

- Consistent with TAB bicycle corridor prioritization

- Contains current transit expansion project (JUMP, LEAP BOUND)
- Priority for future transit expansion
- Includes missing pedestrian links
- Serves key civic activity centers
- Serves key development or redevelopment areas
- Connectivity to other multimodal corridors
- Connections to other greenways corridors
- Serves major multimodal center (South Boulder, UMC, Downtown, and Table Mesa Park and Ride)

Using this prioritization matrix approach, the 41 multimodal corridor segments were ranked into the following order:
ACTION PLAN PRIORITIZED MULTI-MODAL CORRIDOR SEGMENTS

28th Street -- Iris to Arapahoe

- 28th Street -- Arapahoe to Baseline
- Arapahoe Avenue -- Folsom to 33rd
- Broadway -- 27th Way to Table Mesa
- Broadway -- Balsam to 27th Way
- Arapahoe Avenue -- 33rd to 55th
- Pearl Parkway -- 28th to Foothills Pkwy
- Table Mesa / S. Boulder Rd. -- Moorhead to 55th
- Pearl -- Broadway to 28th
- Table Mesa / S. Boulder Rd. -- Broadway to Moorhead
- Arapahoe Avenue -- 55th to Westview
- Diagonal Highway (SH119) -- 28th to Four-mile Creek
- Pearl Parkway -- Foothills Pkwy to 55th
- Arapahoe / Canyon -- Pearl to Folsom
- Broadway -- Table Mesa to Greenbriar
- 55th Street -- Valmont to Arapahoe
- Foothills Parkway -- south of Baseline to US 36
- Diagonal Highway (SH119) -- Four-mile Creek to 71st
- Broadway -- Iris to Balsam
- Baseline Road -- 33rd to 55th
- Broadway -- North US 36 to Violet
- 28th Street -- Jay to Iris
- US 36 (Turnpike) -- Baseline to east City Limits

- Broadway -- Violet to Iris
- Valmont Road -- 28th to Foothills Pkwy
- Baseline Road -- Broadway to 33rd
- Foothills Parkway -- Goose Creek to Colorado
- Foothills Parkway -- Colorado to south of Baseline
- Table Mesa / S. Boulder Rd. -- Vassar to Broadway
- Balsam / Edgewood / Valmont -- Broadway to 28th
- Valmont Road -- Foothills Pkwy to Pearl Pkwy
- Pearl Parkway -- 55th to Jay
- Table Mesa / S. Boulder Rd. -- 55th to 76th
- 28th Street -- North Broadway to Jay
- Arapahoe Avenue -- Westview to 75th
- Baseline Road -- 9th to Broadway
- Foothills Parkway -- Diagonal to Goose Creek
- 55th Street -- Arapahoe to Baseline
- Iris Avenue -- Broadway to 28th
- 63rd Street -- Jay to Diagonal
- Baseline Road -- 55th to 75th